



Mike Morse
Senior Environmental Consultant
MMorse@ArchipelagoNA.com

22 Free Street
Portland, Maine 04101
Main office (207)558-0102

March 25, 2022

Bob O'Neill, Chair
Planning Board
Town of Raymond
401 Webbs Mills Road
Raymond, Maine 04071

RE: Shoreline project application for 18 Fernwood Rd, & 28 Whitetail Ln., Raymond

Dear Chairman O'Neill,

On behalf of Management Controls, LLC and Big Lake Marine Construction, LLC, Archipelago is pleased to submit the attached application to the Planning Board for projects both previously constructed and proposed for construction at the above-referenced properties in the Town of Raymond. The property is owned by Management Controls, LLC, and Big Lake Marine Construction is his excavation contractor for this project.

We look forward to meeting with you and the Planning Board soon regarding this matter.

Please do not hesitate to contact me if you have any questions. I may be reached by telephone, 207-558-0102, or by emailing me at MMorse@ArchipelagoNA.com.

Sincerely,

Mike Morse

CC: Big Lake Marine Construction
Management Controls, LLC
Leah Rachin, DrummondWoodsum
Aaron Gosselin, Q-Team, Inc.
Matt Manahan, Pierce Atwood, LLP

TOWN OF RAYMOND **PLANNING BOARD**

SITE PLAN REVIEW
APPLICATION

Map 1 Lot 20 & 22
Zoning District LRR2
Street Address: 18 Fernwood Road & 28 Whitetail Lane
Deed Reference
Book 25622 Page 143
28666 124
Parcel Size 8.57 / 2.03

Filing Fee\$_____Abutter notices \$_____

Legal ad fee\$_____Fire Department\$_____

Escrow \$_____Total fees \$_____

Name: Management Controls, LLC / Big Lake Marine Construction Telephone: _____
Address: 18 Fernwood Road / 856 Roosevelt Trail Fax: _____
Raymond, ME 04071 / Windham, ME 04062 email: _____

Agent Information ☒ check here if correspondence should be directed to agent

Name: Mike Morse, Archipelago Telephone: 207-558-0102
Address: 22 Free Street, STE 403 Fax: _____
Portland, Maine 04101 email: mmorse@archipelagona.com

Name: Same as Applicant - Management Controls, LLC Telephone: _____
Address: _____ Fax: _____
email: _____

☐ Subdivision ☐ Site Plan
☐ Pre-Application Conference
☐ Preliminary Plan Review
☐ Final Plan Review
☒ Other: After-the-fact shoreline stabilization and boat launch expansion
Proposed shoreline stabilization and boat launch reduction

☐ Single Family Subdivision
☐ Multi-family Development
☐ Commercial
☐ Industrial
☒ Other: Shoreline Stabilization / Boat Launch Alteration

N/A Total Square Footage of Comm./Ind. Bldgs.

N/A

X ME Dept. of Environmental Protection

Date _____

AGENT AUTHORIZATION



Archipelago Law

Dr. John R. Olson, Esq., Benjamin L. Ford, Esq., Sandra L. Goss, Esq.

Mike Morse
Senior Environmental Consultant
MMorse@ArchipelagoNA.com

22 Free Street
Portland, Maine 04101
Main office (207)558-0102

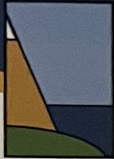
March 23, 2022

Whom It May Concern:

Management Controls, LLC, authorizes Archipelago to sign to and submit permit applications on its behalf to the State of Maine Department of Environmental Protection, Town of Raymond, and U.S. Army Corps of Engineers. Such permit applications are intended for construction activities on properties located at 18 Fernwood Road and 28 Whitetail Lane, Raymond, Maine.

Signature

Date



Archipelago Law

Dr. John R. Coon, Esq. Benjamin E. Ford, Esq. Sandra L. Guay, Esq.

Mike Morse
Senior Environmental Consultant
MMorse@ArchipelagoNA.com

22 Free Street
Portland, Maine 04101
Main office (207)558-0102

March 23, 2022

Whom It May Concern:

Big Lake Marine Construction authorizes Archipelago to sign to and submit permit applications on its behalf to the State of Maine Department of Environmental Protection, Town of Raymond, and U.S. Army Corps of Engineers. Such permit applications are intended for construction activities on properties located at 18 Fernwood Road and 28 Whitetail Lane, Raymond, Maine.

Signature

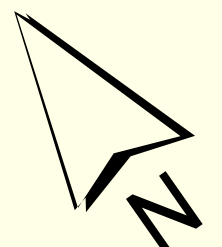
Date

LOCATION MAP

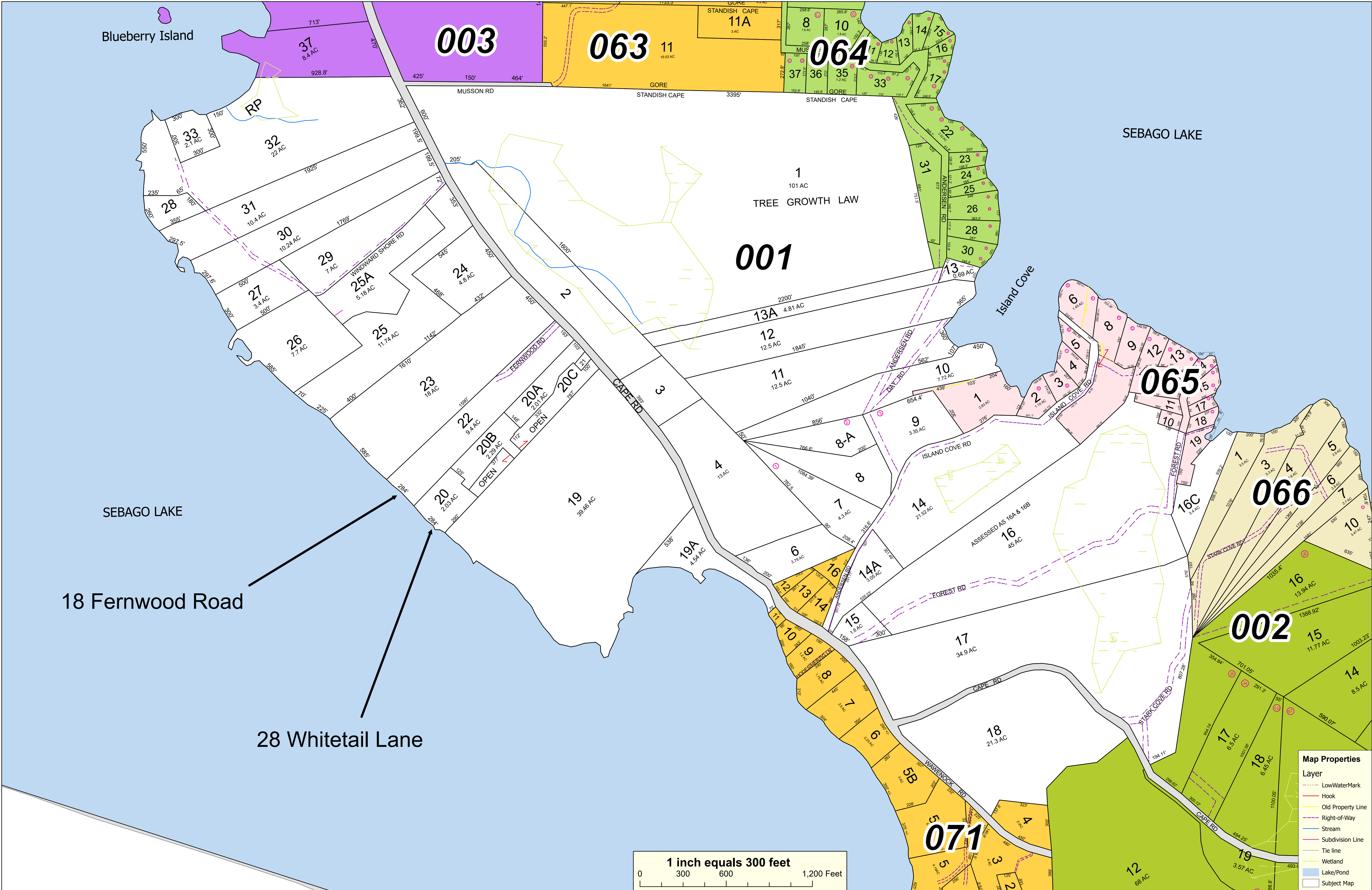
THIS MAP IS PREPARED FOR THE INVENTORY OF REAL PROPERTY WITHIN THE TOWN OF RAYMOND AND IS COMPILED FROM RECORDED DEEDS, PLATS, TAX MAPS, SURVEYS, PLANIMETRIC MAPS, AND OTHER PUBLIC RECORDS AND DATA. USERS OF THIS TAX MAP ARE HEREBY NOTIFIED THAT THE AFOREMENTIONED PUBLIC PRIMARY

INFORMATION SOURCES SHOULD BE CONSULTED FOR VERIFICATION OF THE INFORMATION CONTAINED ON THIS MAP. THE TOWN OF RAYMOND AND ITS MAPPING CONTRACTORS ASSUME NO LEGAL RESPONSIBILITY FOR THE INFORMATION CONTAINED HEREIN.

TOWN OF RAYMOND
Cumberland County, Maine
2021 Property Map



Sources:
Raymond Assessors Database
Maine Office of GIS
Prepared by:
Sebago Technics, Inc.
Effective Date: April 1, 2021



PROJECT NARRATIVE

**Management Controls, LLC
Big Lake Marine Construction
18 Fernwood Road (Tax Map 1, Lot 22)
& 28 Whitetail Lane (Tax Map 1, Lot 20)
Shoreline Stabilization/ Shoreline Project**

Project Description

The primary purpose of the project is to stabilize a significantly eroding shoreline on Sebago Lake using riprap, and to repair and maintain existing riprap. The project also includes the replacement and improvement of an existing boat launch ramp, and maintenance replacement of stone onto an existing stone jetty that extends into the lake. Limited vegetation removal along the shoreline was necessary to conduct the project. The affected properties are located within the Limited Residential/ Recreational II District as depicted on the Town of Raymond (Town) Official Land Use Map. These project components, all permanent functionally water-dependent structures, are subject to the Planning Board's review in accordance with the Town's Shoreland Zoning Provisions (Ordinance), Section 14, Table of Land Uses, #17B. Section 15(C) of the Ordinance, *Piers, Docks, Wharves, Bridges and other Structures and Uses Extending Over or Below the Normal High-Water Line of a Waterbody or Within a Wetland*, and the general performance standards in Section 16(D) contain the primary review standards for this application.

The project spans two adjacent properties, 18 Fernwood Road and 28 Whitetail Lane, both of which are owned by Management Controls, LLC, and constitutes a single project. Big Lake Marine Construction (Contractor) was engaged to construct the project. With a misunderstanding of the municipal permitting process, the Contractor initiated construction and substantially completed the project without receiving prior approval from the Town of Raymond.

This Shoreland Development application is submitted for Planning Board review of and after-the-fact approval for the project completed prior to this application, as well as for approval to complete the project- including remaining maintenance/repair of existing riprap and placement of new riprap on a small portion of the existing eroding embankment at the southerly extent of the properties. This application also proposes a reduction of the boat launch ramp dimensions to the original dimensions.

Shoreline Stabilization

Much of the general shoreline erosion around Sebago Lake is contributed to by the construction of the Eel Weir Dam in the mid-19th century. The dam artificially increased the water level elevation in Sebago Lake by an estimated 10.5' in height (source: Maine Department of Conservation's Submerged Lands Lease Program staff), which created a new shoreline and exposed new land to soil erosion. Over many years, the shoreline has continued to erode many

tons of harmful nutrient-carrying sediments into the State's largest public drinking water supply. Numerous structural shoreline stabilization measures have been undertaken over the years around the lake to suppress this erosion and loss of valuable shorefront land. The primary purpose of this project is to provide this same function- eliminating a significant soil erosion source to Sebago Lake to protect both lake water quality and property.

The actively eroding shoreline on the subject properties was too steep for non-structural stabilization measures. Original embankment conditions varied in steepness from being nearly a vertical slope to a 1:1 (Horizontal:Vertical) slope, or 100% slope. The project stabilized approximately 350 linear feet of shoreline using new riprap and geotextile filter fabric to a final riprap slope of approximately 2:1 (H:V), or a 50% grade. This is consistent with typical riprap slope stabilization construction. Vegetative slope stabilization is recommended for slopes that are 3:1 (H:V) or shallower, which did not appear to exist within the project area (except for the boat launch ramp, discussed below). Height of the new riprap varies throughout the project site, but generally extends to the top of the embankment. On average, the majority of the riprap treated areas extends to an elevation approximately 6.5' above the normal high-water line.

In addition to bringing in new angular riprap material from an offsite location for the project, some existing stone was reclaimed from below the high-water line and was utilized as material for a portion of the project located immediately south of a metal stairway that is proposed for removal. The stone removed from the lake was used as larger base material for the stabilization. It is covered with both geotextile fabric and the new riprap material.

Construction was halted when it was determined that the project had not obtained all necessary permits and therefore the project was not fully completed. Bill Peterlein, P.E., Summit Geoenvironmental Services, has indicated that additional larger stones must be embedded at the base of the riprap slope and an additional layer of riprap stone placed on the face of the slope above the toe stone to complete the project.

Original riprap at Whitetail Lane Property- The project also initiated repair and maintenance to approximately 200 feet of existing riprap as measured along the toe of the riprap at the Whitetail Lane property. As of this application, repair and maintenance of approximately 60 feet of this segment of existing riprap was completed. Repair and maintenance include the resetting of the stone that has shifted downward on the slope and pulling the toe of the slope in a landward direction- both customary and required maintenance activities. This project also includes the placement of a layer of new riprap over the top of the existing riprap. The new riprap, which is angular stone, is primarily intended to better lock the existing smoother surface riprap in place. In part, this application seeks approval to complete the repair and maintenance of the remaining approximately 140 feet of existing riprap shoreline in the same manner.

An additional approximately 15 linear feet of unaltered shoreline at the southerly end of Whitetail Lane exhibits signs of failure (slumping) and is proposed to be stabilized with riprap as part of this application. This riprap extension will protect both properties by stabilizing the remaining unstable section of shoreline that is under the ownership of the applicant. The extension is required to reduce the potential of additional slope failure and soil discharge into

Sebago Lake, as well as to prevent further loss of land and premature failure of the existing adjacent riprap.

Finally, the Town has identified a second shoreline access stairway on the Fernwood Road property that must be removed. The stairway had been installed by a former landowner and was reinstalled as part of this project. The applicant proposes to remove the stairway accordingly, however the action will result in a small steep section of shoreline with soils requiring stabilization. The project proposes to add a minimal amount of riprap (~6 linear feet of shoreline) to this area.

Shoreline Stabilization Summary:

- 350' of new riprap shoreline stabilization (after-the-fact)
- Complete above w/ additional toe stone & additional layer of riprap on riprap slope (proposed)
- 60' of repair & maintenance to original riprap slope (after-the-fact)
- 140' of repair & maintenance to original riprap slope (proposed)
- 15' of new riprap shoreline stabilization (proposed)
- ~6' of new riprap- remove second stairway/steps and add stabilize (proposed)

Boat Launch Ramp Replacement

An existing timber plank and stone boat launch ramp was replaced and widened during the shoreline stabilization project construction. The width of the boat launch was expanded to approximately 16 feet, largely as a result of the removal of a large tree stump that altered the side slope grade. The affected slope had previously been treated with riprap many years ago. In lieu of adding new soil fill to the void that was created by removing the large stump, the grade of the side slope location was shifted laterally, and new riprap was added to replace the original riprap. This regrading resulted in a wider boat launch ramp.

The applicant proposes to narrow the base of the boat launch ramp and replace the riprap stone base with precast pavers. The proposed alterations will narrow the boat launch ramp base to the original 10'- 12' width and will likely reduce the impact area below the NHWL from the original and existing conditions. The alterations will also restore the functionally water-dependent structure to a more serviceable condition.

Stone Jetty

An ~18' wide by ~65' long stone jetty has extended out from the shoreline on the Fernwood Road property for many years prior to the applicant purchasing the property. Over time, some of the stone became dislodged from the jetty, likely the result of wave or ice action. As part of the shoreline project, repair and maintenance was performed on the existing jetty by placing the dislodged stone back onto the jetty. For project perspective, the repair and maintenance activity merely replaced dislodged stone back onto the jetty. The jetty does not provide a surface that is

functional as a deck, patio, pier, dock, or other similar feature for the applicant's benefit. Similarly, the removal of the dislodged stone from the adjacent lakebed did not create any new beach or otherwise enhance the use of those areas by the applicant. Virtually all manmade structures require repair and maintenance over time and this stone jetty is no exception.

While it is unclear that this activity requires approval from the Planning Board, we respectfully request approval from the Board for this activity as part of this application.

Standards:

§ 15(C) Piers, Docks, Wharves, Bridges and Other Structures and Uses Extending Over or Below the Normal high-water Line of a Water Body or Within a Wetland

1. *No more than one pier, dock, wharf or similar structure extending or located below the normal high-water line of a water body or within a wetland is allowed on a single lot; except that when a single lot contains at least twice the minimum shore frontage as specified in Section 15(A), a second structure may be allowed and may remain as long as the lot is not further divided.*

No new pier, dock, wharf, bridge, or other similar structure or use is proposed with this project. The jetty and a temporary dock (Fernwood Rd. lot) and the boat launch ramp (Whitetail Ln. lot) extend into Sebago Lake and are located in whole or in part below the high-water line, and were legally existing prior to this project. The Ordinance requires a minimum of 225' of shore frontage per residential dwelling unit. Each of the subject lots features approximately 280 feet of shore frontage.

2. *Access from shore shall be developed on soils appropriate for such use and constructed so as to control erosion.*

Temporary access from shore to construct the riprap shoreline stabilization and the boat launch ramp replacement occurred over existing soils and, in a manner to prevent soil erosion. Erosion control mulch was utilized on disturbed soils. Although such access was limited due to conditions, where possible, equipment operated on a barge to reduce impact to soils.

3. *The location shall not interfere with existing developed or natural beach areas.*

The location of the project did not interfere with existing developed or natural beach areas.

4. *The facility shall be located so as to minimize adverse effects on fisheries.*

The riprap stabilization included both upland and an estimated 3,400 square feet of land below the normal high-water line (NHWL). Over the approximately 565' of combined shore frontage of the two lots, the riprap extended a width of 6' below the NHWL. The work was performed during the fall season when the lake water level was below that of the project area. The riprap was constructed at a 2:1 (H:V) slope in order to minimize impacts to the extent practicable. With the site dry and project scope minimized, no fisheries were present or adversely affected.

5. *The facility shall be no larger in dimension than necessary to carry on the activity and be consistent with the surrounding character of the area. A temporary pier, dock or wharf in non-tidal waters shall not be wider than six feet for noncommercial uses.*

The jetty work consisted of only repair & maintenance, placing rock that had been displaced by natural elements back within the structure. The boat launch ramp will be narrowed to its original modest width. Riprap shoreline stabilization was constructed at a 2:1 (H:V) slope to minimize the size and scope.

Several properties to the north of the project area consist of areas of riprap shoreline and much larger stone jetties that extend further into the lake. To the south of the project area the shoreline, while generally undeveloped, consists of large areas of visible rock-exposed ledge, large boulders, and smaller rocks along the shoreline. The proposed project is consistent with the surrounding character of the area.

6. *All temporary structures must be removed to beyond the normal high water line by December first of each year, or a penalty of \$100.00 per day beyond December first shall be imposed.*

This standard is not applicable to the proposed project.

7. *No new structure shall be built on, over or abutting a pier, wharf, dock or other structure extending beyond the normal high-water line of a water body or within a wetland unless the structure requires direct access to the water as an operational necessity.*

This standard is not applicable to the proposed project. No such structure is proposed.

8. *A structure constructed on a float or floats is prohibited unless it is designed to function as, and is registered with the Maine Department of Inland Fisheries and Wildlife as a watercraft.*

This standard is not applicable to the proposed project. No such structure is proposed.

9. *No existing structures built on, over or abutting a pier, dock, wharf or other structure extending beyond the normal high-water line of a water body or within a wetland shall be converted to residential dwelling units in any district.*

This standard is not applicable to the proposed project.

10. *Structures built on, over or abutting a pier, wharf, dock or other structure extending beyond the normal high-water line of a water body or within a wetland shall not exceed twenty (20) feet in height above the pier, wharf, dock or other structure.*

No structure within the waterbody exceeds 20' in height.

11. *Permanent structures projecting into or over water bodies shall require a permit from the Department of Environmental Protection pursuant to the Natural Resource Protection Act, Title 38 M.R.S.A., § 480-C.*

The applicant is preparing and intends to submit application imminently to the Department of Environmental Protection.

12. Vegetation may be removed in excess of the standards in Section 15(Q) of this ordinance in order to conduct shoreline stabilization of an eroding shoreline, provided that a permit is obtained from the Planning Board. Construction equipment must access the shoreline by barge when feasible as determined by the Planning Board.

a. When necessary, the removal of trees and other vegetation to allow for construction equipment access to the stabilization site via land must be limited to no more than 12 feet in width. When the stabilization project is complete the construction equipment access way must be restored.

b. Revegetation must occur in accordance with Section 15(T) Vegetation has been removed as part of this project.

Vegetation Removal

Vegetation removal necessary to construct the majority of the project (after-the-fact components) has already been removed. While some vegetation did exist on the original slope, it was limited in both area and density. Much of the vegetation was likely growing at the very top of the slope or near the base of the slope on pockets of previously failed/slumped soil from the adjacent slope. This vegetation likely provided little to no benefit to slope stability, and the vegetation near the base of the slope and any accompanying soil would have likely eroded into the lake during typical high lake water events.

Under Ordinance § 15(C)(12), vegetation may be removed in excess of § 15(Q) Clearing or Removal of Vegetation for Activities Other Than Timber Harvesting. Vegetation may be removed for this purpose provided that it is limited to removing only that which is necessary to conduct the project and provided that trees and other vegetation are replanted upon completion of the project, or as a practical matter during the succeeding growing season if conditions require. Here, vegetation removal was required for construction equipment along the length of the shoreline because barge access was not feasible.

As is necessary for nearly all such stabilization projects, trees were removed at or immediately behind the top of the slope in order to accommodate construction equipment while constructing the subject shoreline stabilization project. Except for areas of legally existing clearings, vegetation removal was required immediately adjacent to the shoreline for the project. However, no clearing was necessary for perpendicular access to the shoreline.

The extent of vegetation removal associated with the project and the proposed replanting is discussed within the attached restoration plan included as part of this application (see

attached restoration plan). The restoration plan and proposed revegetation therein is consistent with the requirements of Section 15(T) of the Ordinance.

Barge Access

One benefit to the artificially elevated water level is that lake water level management in Sebago Lake affords greater opportunity to construct such projects 'in the dry' during the fall and winter when water levels have been artificially decreased. Doing so avoids the likelihood of causing a significant environmental impact which could otherwise occur when conducting such work in the water, and this fact is generally recognized by the municipalities surrounding Sebago Lake.

Given their desire to protect water quality to the extent possible, the Contractor performed the construction during the fall of 2021, when the lake elevation was lower than the project area. For this reason, lake water depth was insufficient for a barge to approach the shoreline closely enough to perform the majority of the shoreline stabilization work- particularly a barge loaded with equipment and materials. Additionally, size restrictions of the excavation equipment on the barge rendered it incapable of constructing the majority of the project.

However, lake water level conditions did support the use of the barge and associated equipment to conduct a portion of the maintenance to the existing riprap on the Whitetail Lane property and also for the jetty repair and maintenance work, and it was utilized for this purpose accordingly. The contractor had no dedicated material-loading access location on the lake and use of the existing boat launch ramp was not possible due to shallow water depth. Other than described above, the shoreline stabilization project was primarily conducted from an upland location on the shore as use of a barge was not feasible.

The proposed additional shoreline stabilization at the southerly end of the project area will remove vegetation along approximately 15' of the embankment (measured at the toe of slope) to be stabilized with riprap. No additional natural vegetation removal is proposed on the top of the slope as it is currently maintained as lawn.

Administration: § 16(D) Procedures for Administering Permits

1. Will maintain safe and healthful conditions.

The project creates a safer and more healthful condition as it stabilizes a very steep and eroding slope that was a physically unsafe condition, and it eliminates a significant soil erosion source that detrimentally impacted the State's largest drinking water supply.

2. Will not result in water pollution, erosion, or sedimentation to surface waters.

The Maine Department of Environmental Protection states that soil erosion is the number one pollutant to Maine's rivers, streams, brook, wetlands, lakes and ponds (<https://www.maine.gov/dep/land/erosion/index.html>). Photographs provided in this application package show mature trees that have been compromised- trees leaning and that have substantial root exposure as a result of significant shoreline soil erosion.

The primary purpose of this project is to eliminate a soil erosion and sedimentation pollution source to Sebago Lake by stabilizing the shoreline and preventing further soil erosion. Evidence clearly demonstrates that the shoreline was actively eroding, particularly during high water conditions. This project restrains further soil erosion and prevents water pollution, prevents erosion, and prevents sedimentation to surface waters.

3. Will adequately provide for the disposal of all wastewater.

No wastewater is produced as a result of this project.

4. Will not have an adverse impact on spawning grounds, fish, aquatic life, bird or other wildlife habitat.

The project, particularly the shoreline stabilization project, will reduce a significant source of soil erosion to Sebago Lake. Soil is a pollutant to waterbodies and it detrimentally impacts fish, aquatic life, and other wildlife. Soil and sediment can physically damage gill filaments in fish and other aquatic macroinvertebrates- their sole method of 'breathing'; it can suffocate fish spawning areas and compromise egg viability; suspended soil and sediment within the water column reduces the depth of sunlight penetration which affects plant, insect, and fish communities.

By improving shoreline stability and reducing soil erosion, the project has a beneficial effect, protecting spawning grounds, fish, aquatic life, bird or other wildlife habitat.

5. Will conserve shore cover and visual, as well as actual, points of access to inland waters.

As evidenced by the photographs included in this application package, the original shoreline condition was increasing the loss of shore cover vegetation. The project conserves shore cover

by preventing continued erosional loss of land. Visual and actual points of access to Sebago Lake was and will continue to be limited to the landowners of the subject properties. Visual and actual points of access to the lake are unaffected by this project.

6. Will protect archaeological and historic resources as designated in the comprehensive plan.

No archaeological and historical resources have been identified on this site.

7. Will not adversely affect existing commercial fishing or maritime activities in a Commercial Fisheries/Maritime Activities district.

The properties affected by this application are not located within a Commercial Fisheries/Maritime Activities District, and there are no existing commercial fishing or maritime activities or uses on the affected properties.

8. Will avoid problems associated with flood plain development and use.

The project proposes shoreline stabilization “development” within the floodplain, but it will stabilize the shoreline beneficially to prevent damage from occurring should a flood event occur. No new development within a floodplain otherwise is proposed in this application. The project avoids and prevents problems associated with floodplain development and use.

9. Is in conformance with the provisions of Section 15, Land Use Standards.

The Land Use Standards in Section 15 of the Ordinance that are relevant to this project are addressed in this application above: Section 15(C), Piers, Docks, Wharves, Bridges and Other Structures and Uses Extending Over or Below the Normal high-water Line of a Water Body or Within a Wetland. The project is in conformance with these provisions.

SITE PHOTOGRAPHS



Post Construction Riprap





Post Construction
Riprap







Tree Clearing at Top of Slope

Tree Clearing at Top of Slope



View from Existing Dwelling



Maintained Jetty



Maintained
Jetty



Stairs to be
Removed



Expanded Boat Launch



Expanded Boat Launch

Erosion Controls
During Construction



Pre-Construction
Embankment / Slope





Pre-Construction
Embankment / Slope





RESTORATION PLAN



Mike Morse
Senior Environmental Consultant
MMorse@ArchipelagoNA.com

22 Free Street
Portland, Maine 04101
Main office (207)558-0102

Restoration Plan

18 Fernwood Road & 28 Whitetail Lane, Raymond

Management Controls, LLC (Owner)

Big Lake Marine Construction

Q-Team, Inc., d/b/a Q-Team Tree Service

DEP NOV #2021-082-L

Town of Raymond NOV's (12/16/21, 12/21/21, 1/4/22, &
1/28/22)

Background:

Management Controls, LLC ("MCL") owns two adjacent properties on Sebago Lake in Raymond, Maine. Shoreline areas of the two properties were actively eroding and discharged soil into Sebago Lake during times of higher water levels. On behalf of MCL, Big Lake Marine Construction ("BLMC") filed DEP Permit by Rule applications and initiated construction of a project to install erosion control measures (filter fabric, riprap, erosion control mulch, and replacement vegetation planting) along the shoreline of Sebago Lake. Q-Team, Inc. did tree removal during the project. During construction, unexpected saturated soil conditions posed a significant threat of additional soil erosion and sedimentation into Sebago Lake. After receiving advice from Portland Water District's Watershed Protection staff, Big Lake Marine Construction expanded the project scope by extending filter fabric and riprap higher than originally intended to prevent catastrophic shoreline failure and soil discharge into the lake.

As a result of the project, approximately 400 linear feet of shoreline was stabilized using riprap and filter fabric. Height of the riprap varies throughout the project site with a range of a lower elevation at approximately 262.5' to a higher elevation of approximately 274.5' (all elevations are NAVD88, with NHWL as elevation 265.89' - the same as elevation 266.5' NGVD29). On average, the majority of the riprap-treated areas extend to an elevation approximately 6.5' above the normal high-water line (NHWL).

The DEP and Town of Raymond (Town) NOV's cite the MCL and contractors for violations of their respective regulations. This Restoration Plan (Plan) is intended to respond to the various NOV's directed to MCL and the contractors and to detail the actions they will take to address the violations- a combination of after-the-fact permitting and on-site restoration efforts.

Plan Details:

Riprap stabilization- Both the DEP and Town NOV's addressed the riprap, and the Town's NOV's address it redundantly through numerous Town Ordinance citations. For the purpose of condensing these citations into a single and comprehensive restoration plan, we address the riprap stabilization herein for all related DEP and Town NOV citations.

Construction was halted by the Town of Raymond Code Enforcement Officer and the project was not completed. The Contractor's engineer has determined that additional larger stone must be placed at the toe of the slope and an additional layer of riprap added over the top of the current riprap slope in order to meet engineering design specifications and sufficiently stabilize the shoreline. Our review of the construction method and regulatory requirements suggests that the installed stabilization and additional construction modifications should qualify for after-the-fact permitting through both the DEP (Individual NRPA permit) and the Town.

Slope: The original actively eroding shoreline was too steep for non-structural stabilization treatment. For the section of shoreline where 2019 pre-construction survey data is available (the Fernwood Road property), the eroding slope varied across the property from 0.6:1 (H:V), or 162% slope, to 1:1, or ~100% slope. Vegetative or other non-structural treatment was not a viable option due to the slope steepness. The finished riprap slope is approximately 2:1, or a 50% grade. This is consistent with typical riprap slope stabilization construction.

Vegetative slope stabilization is recommended for slopes that are 3:1 or shallower, which does not exist within the project area (except for the boat launch, discussed below). Failure to establish viable vegetation on a steep slope could be a liability to both the landowner and the water quality of Sebago Lake.

Barge access: The Town's NOV's for the project cite the owner and Contractor 1 for constructing the shoreline stabilization without the use of a barge owned by Contractor 1. Contractor 1 has indicated that use of a barge to construct the project was not feasible for several reasons. Construction occurred during a period of lower lake water level conditions. Lake water depth was not sufficient for a barge to approach the shoreline closely enough to perform the work, particularly a barge loaded with equipment and materials. Additionally, size restrictions of the excavation equipment on the barge rendered it incapable of constructing the majority of the project from the barge. Where feasible, the barge was used for construction of the project. Site conditions supported use of the barge and associated equipment to conduct maintenance to the existing riprap on the Whitetail Lane property, and it was utilized for this purpose accordingly. Last, Contractor 1 has no dedicated material-loading access location on

the lake and use of the existing boat launch ramp was not possible due to shallow water depth. As such, it was not feasible to construct the majority of the project via a barge, and therefore equipment primarily operated at the top of the embankment and materials were supplied for the project via upland access on the subject properties over existing clearings.

Considering that it appears the project could qualify for permitting by the DEP and Town, we intend to apply for such permits as part of the resolution of the violations.

Timing: Given the extensive information required for such applications, our application submission goal is no later than April 30, 2022.

Other observations or cited violations:

1. Hot tub- A hot tub and associated stone structure was constructed or installed by a former landowner and is not a violation that is caused or created by the current landowner. Regardless, MCL intends to remove this structure as soon as site conditions support removal and authorization to do so has been granted by the DEP and Town.

Timing: removal during spring 2022, upon authorization to proceed from DEP and Town.

2. Stone jetty- It is likely that a jetty has existed at this location since prior to the DEP and Town regulations affecting such structures. There is no evidence to suggest otherwise. As is common with any structure, occasional maintenance activities are necessary. In this case, winter ice action and/or wave action had relocated some of the stone and deposited it on the lakebed adjacent to the structure. As part of this project, stone was relocated back onto the jetty as a structure maintenance and repair activity. No new stone jetty was created or expanded. Accordingly, no restoration associated with the stone jetty is proposed within this Plan.
3. Shoreline access stairs, Fernwood Rd lot- A second set of steps was installed by a previous landowner and was present when the current owner acquired the property. As part of the project the stairs were reinstalled and improved to provide stable access to the shoreline on the southerly side of the stone jetty. This second set of steps, which incorporates a section of metal stairway is proposed to be removed and the area treated with filter fabric and similar riprap as placed adjacent to the steps. Since placement of riprap is proposed at the location of these steps, the timing of this work will be in conjunction with authorization by the DEP and Town to proceed.

Timing: the metal stairway will be removed during Spring 2022, provided that doing so does not destabilize the site and authorization to remove it has been provided from the DEP and Town. The remainder of the steps will be removed and stabilized once approval is received from the DEP and the Town- estimated Fall 2022.

4. Tree and vegetation removal- The cutting or clearing of vegetation is regulated by the Town, subject to shoreland zoning laws. In accordance with the NRPA, 38 M.R.S. §480-Q.23, the cutting or clearing of vegetation is an exempt activity and is therefore not regulated by the DEP under the NRPA. The following is intended to satisfy Town Shoreland Zoning Ordinance (Ordinance) replanting standards when replanting is required for such projects.

Aerial drone photos provided by the Portland Water District and photos taken by BLMC prior to and during construction (attached collectively as Exhibit A) of the project reveal that some vegetation did exist on the original slope, however, it was limited in both area and density, and it likely was growing at the very top of the slope or was growing opportunistically at or near the base of the slope on pockets of soil that previously failed/slumped from the adjacent slope. This vegetation appears to have provided negligible or no benefit to slope stability, and the vegetation near the base of the slope and any accompanying soil would have likely eroded into the lake during typical high lake water events.

Shrubs and other vegetation cannot be planted within the riprap slope. To account for shrub removal necessary to conduct the project, native shrub species are proposed to be planted at or near the top of the riprap slope and also within an erosion control mulch berm that has been placed as a layer of protection adjacent to the top of the riprap slope. Consistent with shoreland zoning replanting density requirements, shrub planting will be spaced 3 feet on center within the areas depicted on the attached plan that are identified as shrub planting areas. The shrub planting area will be a strip approximately 5 feet in width and it will extend across the majority of the affected shoreline from the northerly extent of the project to the northerly side of the boat launch ramp. The proposed shrub planting area and density exceeds the original shrub conditions over the majority of the project area.

The Town further identified an area of grass lawn that was disturbed during construction and existing riprap maintenance at the Whitetail Lane property, and further identifies several ornamental shrubs removed from the top of the slope between the structure on this same property and the shoreline. The lawn area has been temporarily stabilized for winter conditions using erosion control mulch, and this area will be replanted with grass lawn as conditions permit during Spring 2022, and by no later than June 1, 2022. Existing lawn or landscaped ornamental shrub garden disturbance is not ordinarily regulated by municipalities. Regardless, MCL intends to replant this area with similar ornamental vegetation as part of a separate general landscaping improvement project. Non-native invasive plant species will not be utilized.

As is necessary for nearly all such stabilization projects, a limited number of trees were also removed at or immediately behind the top of the slope in order to accommodate construction equipment while constructing the stabilization project. A number of these

trees were already compromised with substantial root exposure as a result of shoreline erosion. Tree removal for this purpose is allowed with the approval of the Planning Board provided that it is limited to removing those necessary to conduct the project and provided that trees are replanted upon completion of the project, or during the succeeding growing season as necessary due to timing (ref. Ordinance Section 15.C.12 & 15.T). Tree and other vegetation removal associated with the shoreline stabilization project were limited to those necessary to construct the project.

In the project area identified on the plan as Area A, beginning at the northerly end of the riprap on the Fernwood Road property and extending to the metal shoreline access stairway, 3 trees less than 12" DBH (diameter breast height, or 4.5' above the ground) and one tree estimated to be approximately 10" - 12", were removed for the project. Additionally, 2 trees that are estimated to be approximately 10" - 12" DBH were removed in the location directly between the house and the shoreline, and these trees are considered to have been "hazard trees" due to their failing health and close proximity to the house. To avoid injury to person or property, hazard trees may be removed provided that replanting of similar native tree species occurs (ref. Ordinance section 15.R). Based on aerial photographs (attached as Exhibit A) and site conditions, it is likely that these 6 trees were removed in excess of the shoreland vegetation removal standards. However, such removal should be permissible in order to construct the project and to remove hazard trees, as long as similar native tree species are replanted, as is proposed here. Locations for the replanted trees are consistent with the general location of the trees that were removed. Note that we have accounted for one additional small tree removed at the northerly extent of the project area that has not been identified by the Town as having been removed.

In the project area identified on the plan as Area B, from the southerly edge of the aluminum shoreline access stairway to the northerly edge of the boat ramp feature, it is estimated that a total of 12 trees and 8 saplings were removed in order to conduct the project. Of the trees removed, 1 appears to have been dead and 4 larger trees should have qualified as being hazard trees as they posed a serious and imminent risk to bank stability. These trees were required to be removed in order to construct the project.

Not all of these trees and saplings removed appear to have been removed in excess of the shoreland zoning provisions, however. The density of the surrounding trees suggests that likely fewer than, or no more than half of the trees removed in Area B exceeded the tree removal standards and would require replanting. Note that it may be that far fewer than half of the trees removed in this area exceeded the standards, but without knowing the exact locations of these trees it is impossible for us or the Town to quantify the number of trees removed in excess of the standards. As a good faith effort to resolve these matters and to re-establish a more robust vegetative buffer, we propose replanting 12 trees in Area B.

Four additional trees are proposed to be replanted at the Whitetail Lane property between the boat launch ramp and the southerly property line- one to replace a large severely rotted hazard tree that was removed for safety purposes. A second tree will be replanted near the location where another tree had been removed at the top of the embankment at the southerly end of the Whitetail Lane property (again, this tree is not identified in the Town's NOV, but MCL and contractors propose to replace it nonetheless). The tree was removed in advance of additional shoreline stabilization in that area (note: this area will be included for riprap treatment in the Individual permit application as well). Two other trees will be planted along the southerly edge of the boat launch ramp to replace a tree that was removed to conduct maintenance stabilization to an existing riprap area.

The provisions in this plan exceed the minimum guidelines prescribed by DEP (*Information Sheet: Guidelines for Restoration Plan for Shoreland Clearing Violations*, October 2007).

Timing: MCL and contractors are prepared to conduct replanting during the spring 2022, however, doing so prior to the DEP and Town permit approvals is not practical. Should modifications to the riprap stabilization be required then the areas subject to this replanting could be disturbed again with heavy equipment in order to implement the modifications. As such, timing for replanting is delayed until fall 2022, provided that the Town and DEP have issued permits by that time. It is important to complete planting no later than September 15, 2022, in order to provide for greater plant survivability during the impending winter or else withhold planting until Spring 2023.

5. Boat launch enlargement/expansion (Whitetail Lane property)- Photographic evidence (attached as Exhibit B) suggests that a boat launch has existed at this location for many years prior to the project. Boat launching ramps are functionally water-dependent structures under the Town's Ordinance. The project replaced the original structure with a crushed stone ramp of similar material as the adjacent shoreline riprap. Contractor 1 has stated that the boat launch structure was widened by approximately 6 additional feet in a southerly direction after removal of a large tree stump immediately south of the original launch resulted in a large void and unstabilized soils. This Plan proposes to remove the crushed stone ramp material currently in place and replace it with a precast paver material at a width that is consistent with the estimated original launch area width, approximately 10- 12 feet wide. If this modification supports a sufficient reduction in the adjacent side slope grade, then native shrub vegetation will be planted on the adjacent side slopes within an application of erosion control mulch.
6. Beach construction- Both DEP and the Town allege that either fill was placed below the NHWL to create a beach (approximately 120 feet long and 15 feet wide), or a beach was constructed otherwise. This is incorrect. No beach was created with the recent project and no fill was placed below the NHWL to construct a beach. On-site evidence clearly

demonstrates this fact as no new fill below the NHWL exists aside from the riprap, and no “beach”, so called, was constructed or created.

During construction, equipment reached into the dry lake bed and removed some of the larger stone for use as base riprap on the embankment. On the Whitetail Lane property, several medium or large sized existing riprap stones near the base of a stairway had separated from the riprap slope. This stone was relocated to the riprap slope as a necessary and exempt maintenance activity (Ref. 38 M.R.S.A. §480-Q.2) to ensure long term shoreline slope stability. Except for the maintenance activity at the Whitetail Lane property discussed above, removing naturally occurring stone from below the NHWL requires a permit from the DEP, and we propose to include this activity within a forthcoming Individual permit application to the DEP. Whereas no beach was constructed or created with this project, no beach construction permit is required from the Town.

Exhibit A

Aerial Drone Photos
(Courtesy of Portland Water District)





Pre-construction Photos (Courtesy BLMC)



Sparse vegetation on slope



Stairs by prior owner

Sparse vegetation on slope



Denser, but still relatively sparse vegetation on slope- soil erosion present





Soil erosion present beneath vegetation foliage

Exhibit B

(Existing Boat Launch Ramp)



Erosion undermining tree stability- hazard

Existing riprap

Original boat launch ramp



18 Fernwood Road

Water feature structure removed

Hot tub

haz

(haz)

(haz)

Area A shrub removal

Existing jetty

Area A

Area B

LEGEND
 X- tree removed
 haz- hazard tree
 (haz)-removed for project qualifies as hazard

Plan by: Mike Morse, Archipelago
Rev. March 24, 2022

18 Fernwood Rd & 28 Whitetail Ln Tree Removal Identification Plan 2



Drone photograph courtesy of Portland Water District

Plan by: Mike Morse, Archipelago
Rev. March 24, 2022

18 Fernwood Rd. & 28 Whitetail Ln. Tree Removal Identification Plan 3



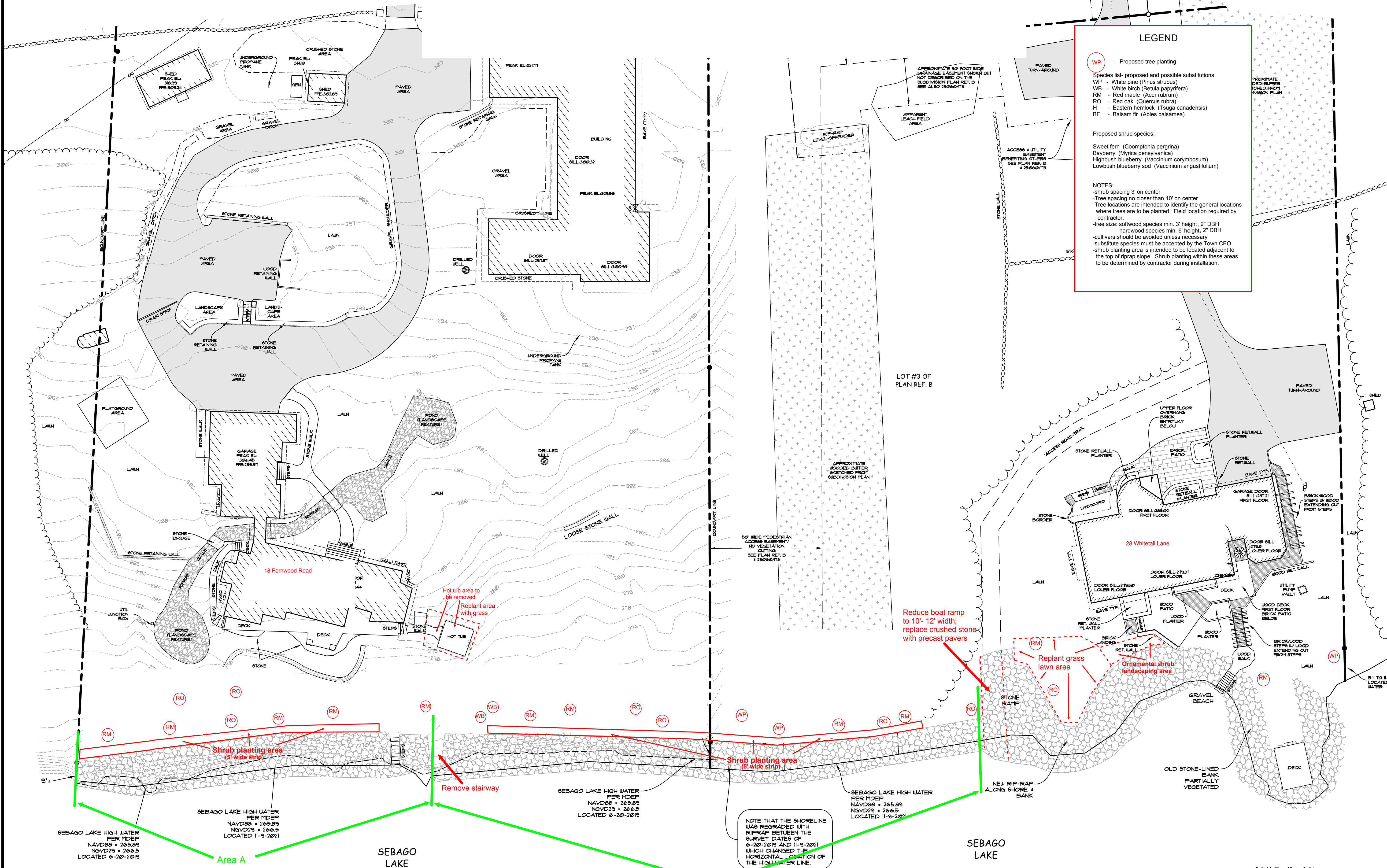
Drone photograph courtesy Portland Water District

Plan by: Mike Morse, Archipelago
Rev. March 24, 2022

NOTES

- 1) THE PURPOSE OF THIS PLAN IS TO RESOLVE PERMITTING ISSUES ON THE SITES.
- 2) BOUNDARY AND EXISTING CONDITIONS INFORMATION WAS TAKEN FROM PLANS FOR 18 FERNWOOD ROAD DATED JULY 11, 2019, PREPARED BY JONES ASSOCIATES, INC. AND "PLAN OF LAND OF 28 WHITETAIL LANE - RAYMOND, MAINE" DATED DECEMBER 21, 2021, PREPARED BY JONES ASSOCIATES, INC.

Replanting Plan



LEGEND

WP - Proposed tree planting

Species list: proposed and possible substitutions

- WP - White pine (*Pinus strobus*)
- WB - White birch (*Betula papyrifera*)
- RM - Red maple (*Acer rubrum*)
- RO - Red oak (*Quercus rubra*)
- H - Eastern hemlock (*Tsuga canadensis*)
- BF - Balsam fir (*Abies balsamea*)

Proposed shrub species:

- Sweet fern (*Coomptonia pergrina*)
- Bayberry (*Myrica pensylvanica*)
- Highbush blueberry (*Vaccinium corymbosum*)
- Lowbush blueberry sod (*Vaccinium angustifolium*)

NOTES:

- shrub spacing 3' on center
- Tree spacing no closer than 10' on center
- Tree locations are intended to identify the general locations where trees are to be planted. Field location required by contractor
- tree size: softwood species min. 3' height, 2" DBH
- hardwood species min. 6' height, 2" DBH
- cultivars should be avoided unless necessary
- substitute species must be accepted by the Town CEO
- shrub planting area is intended to be located adjacent to the top of riprap slope. Shrub planting within these areas to be determined by contractor during installation.

PROGRESS PRINT

Stoneybrook
Land Use, Inc.

4846 Sun City Center Blvd., #300
Sun City Center, FL 33573-6281

REV:	DATE:	CHANGES:

PERMITTING GRAPHIC

18 FERNWOOD RD & 28 WHITETAIL LN
RAYMOND, MAINE

PREPARED FOR
DON BUTEAU
P.O. BOX 2028 - AUBURN, ME 04210

DATE	PROJECT
JAN. 2022	19-025
DRAWN BY	SCALE
BRJ	1" = 20'
FILE:	19-025 PERMIT

SHEET 1

Replanting Details:
Mike Morse, Archipelago

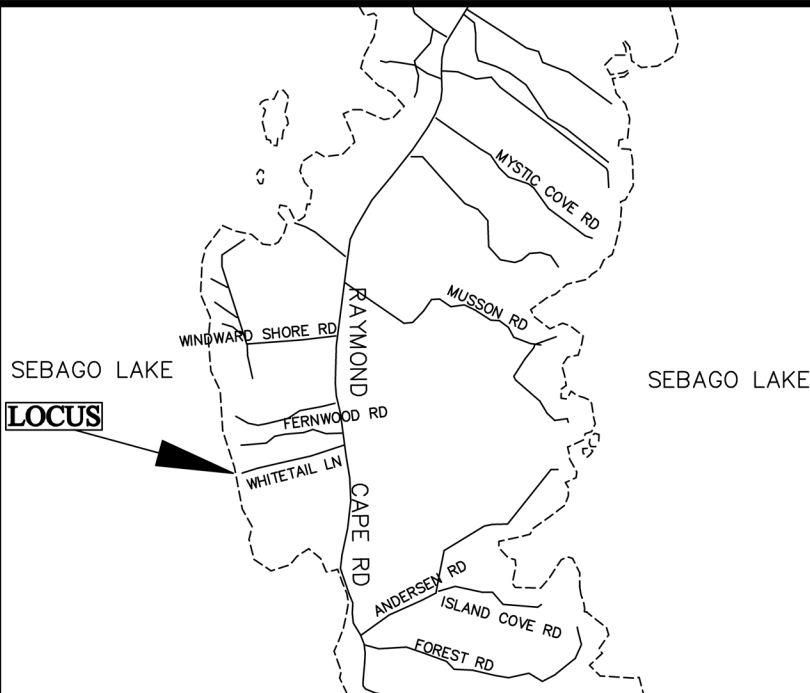
Rev. March 24, 2022



Additional Planting Plan Notes

1. Tree and shrub substitutions may be allowed only with prior notification to the Town of Raymond Code Enforcement Officer. Substituted trees and shrubs should be native species of similar characteristics. Non-native cultivars should be avoided. Eastern hemlock should be avoided due to recent infestation by the Hemlock wooly adelgid. American beech should be avoided due to a general lack of availability and poor survivability of transplanted specimens.
2. Tree planting locations are intentional, but approximate; minor tree location adjustments are expected to be implemented during installation as a result of soil conditions, groundwater elevation, discovery of refusal (e.g. stone/ledge, tree stumps, etc), underground utilities, or due to other unforeseen conditions. Planting locations are intended to be within the same general vicinity where removed trees were located. Tree plantings should be located a minimum of 10' from other existing trees that are a minimum of 12" DBH (diameter breast height). Shrub species should be planted no closer than 3' on center from other trees or shrubs.
3. Trees should be nursery stock and be a minimum 2" in diameter (DBH).
4. Survivability- a minimum of 80% of the trees will be viable living plants after 5 years of planting. If fewer than 80% of the plants remain, additional planting of similar native species will occur. A plant survivability report will be submitted to the Town and DEP annually, by no later than June 30th. The report will detail the overall health of the plants subject to this plan and steps undertaken to ensure compliance with this provision. If vegetation is required to be replanted, a summary of the species of vegetation that failed and the vegetation being planted will be included in the report. Alternate species and size of vegetation can be utilized for replanting with prior authorization from the Code Enforcement Officer. Replacement planting will be completed before June 30th, if replanting is required under this provision.
5. If soil conditions require application of soil amendments to accommodate the plantings, the installation contractors may incorporate such amendments provided that there is no risk of the amendments entering into the adjacent waterbody through surface water runoff.
6. Trees should be planted according to tree planting guidelines provided by the landscape nursery.

PLANS



RECORD OWNER: MANAGEMENT CONTROLS, LLC

1. PARCEL DEED REFERENCE: SEE DEED FROM NORMAN W. PULLEN AND JANET E. PULLEN TO MANAGEMENT CONTROLS, LLC DATED JULY 1, 2021, RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 38666, PAGE 124.

2. ALL BOOK AND PAGE REFERENCES REFER TO THE CUMBERLAND COUNTY REGISTRY OF DEEDS.

3. PARCEL TAX MAP REFERENCE: TOWN OF RAYMOND, MAP 001, LOT 020

4. TOTAL AREA OF PARCEL 2.18± ACRES TO HIGH WATER OF SEBAGO LAKE.

5. TITLE MAY EXTEND TO LOW WATER OF SEBAGO LAKE NOT DEPICTED ON THIS SURVEY. AREA OF THE LOT WAS CALCULATED AND SHOWN TO THE HIGH WATER MARK.

6. ALL BEARINGS ARE REFERENCED TO GRID NORTH, NAD83 MAINE WEST, US SURVEY FEET.

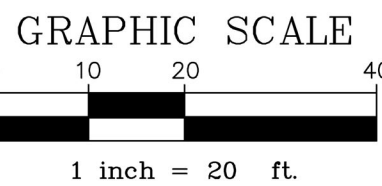
7. ELEVATIONS SHOWN ARE TIED TO NAVD83 BY OPUS SOLUTION

8. THE LOCATION, SIZE, AND DEPTH OF UNDERGROUND UTILITY LINES, TANKS, AND OR STRUCTURES NOT DETERMINED BY THIS SURVEY.


9. PLAN REFERENCES:

A.) PLAN OF LANDS LOCATED ON RAYMOND CAPE ROAD, DATED FOR ROBERT AND GRETCHEN WETZEL BY LEWIS AND WASINA, INC. DATED 9/22/98 RECORDED AT SAID REGISTRY OF DEEDS IN PLAN BOOK 199 PAGE 43.

B.) PLAN OF PULLEN PROPERTY, MADE FOR TERENCE J. DEWAN AND ASSOCIATES LANDSCAPE ARCHITECTS AND PLANNERS BY SURVEY INC. ON 12/29/2006 RECORDED AT SAID REGISTRY PLAN BOOK 207 PAGE 217

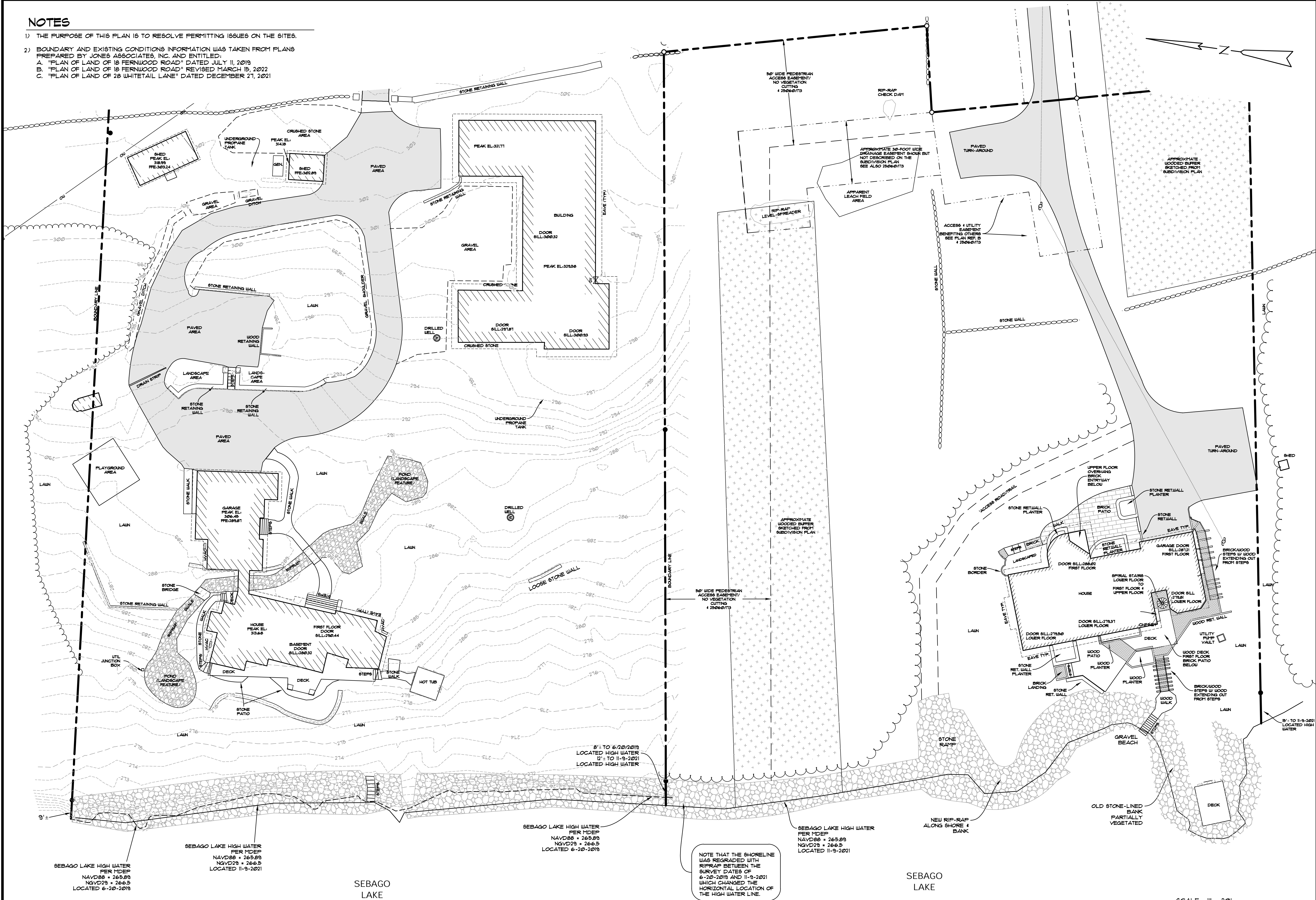


A circular seal for a Professional Land Surveyor in the State of Maine. The outer ring contains the text "STATE OF MAINE" at the top and "PROFESSIONAL LAND SURVEYOR" at the bottom, separated by two stars. The center of the seal contains the name "MICHAEL A. HARTMAN" and the number "NO. 2433".

<p>PLAN OF LAND</p> <p>28 WHITETAIL LANE</p> <p>RAYMOND, MAINE</p>	
<p>PREPARED FOR:</p> <p>MANAGEMENT CONTROLS LLC 101 MERROW RD AUBURN, MAINE</p>	
<p>PREPARED BY:</p> <p>JONES ASSOCIATES INC. Foresters, Surveyors And Environmental Consultants</p>  <p>280 POLAND SPRING ROAD, AUBURN, MAINE 04210 (207) 241-0235</p>	<p>RECORD OWNER: MANAGEMENT CONTROLS LLC 101 MERROW RD AUBURN, MAINE</p> <p>PLAN DATE: DECEMBER 27, 2021</p> <p>SCALE: 1"=20'</p> <p>PROJ. #: 19-030</p>

NOTES

- 1) THE PURPOSE OF THIS PLAN IS TO RESOLVE PERMITTING ISSUES ON THE SITES.
- 2) BOUNDARY AND EXISTING CONDITIONS INFORMATION WAS TAKEN FROM PLANS PREPARED BY JONES ASSOCIATES, INC. AND ENTITLED:
- A. "PLAN OF LAND OF 18 FERNWOOD ROAD" DATED JULY 11, 2019
- B. "PLAN OF LAND OF 18 FERNWOOD ROAD" REVISED MARCH 19, 2022
- C. "PLAN OF LAND OF 28 WHITETAIL LANE" DATED DECEMBER 27, 2021



Stoneybrook
Land Use, Inc.

4846 Sun City Center Blvd., #300
Sun City Center, FL 33573-6281

REV	DATE	CHANGES
1	3/16/22	ADD REFERENCES TO ALL JONES SURVEY PLANS
DO NOT MODIFY WITHOUT WRITTEN PERMISSION FROM STONEYBROOK LAND USE, INC.		

PERMITTING GRAPHIC
18 FERNWOOD RD & 28 WHITETAIL LN
RAYMOND, MAINE

PREPARED FOR
DON BUTEAU
P.O. BOX 2028 - AUBURN, ME 04210

DATE	PROJECT
JAN. 2022	19-025
DRAWN BY	SCALE
BRJ	1" = 20'
FILE: 19-025 PERMIT	

SHEET 1

DEEDS

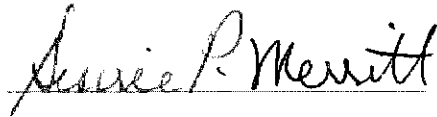
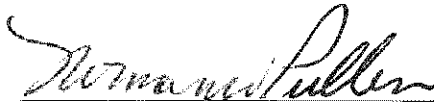
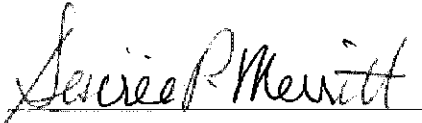
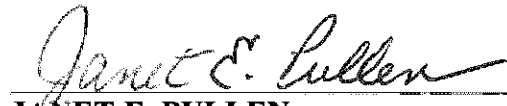
DLN: 1002140162509**SHORT FORM WARRANTY DEED**

KNOW ALL BY THESE PRESENTS THAT, **NORMAN W. PULLEN** and **JANET E. PULLEN**, both of Raymond, Cumberland County, Maine (collectively, the "Grantors"), FOR CONSIDERATION PAID, grant to **MANAGEMENT CONTROLS, LLC**, a limited liability company formed under the laws of the State of Florida, having a mailing address of PO Box 2058, Auburn, Maine 04211 (the "Grantee"), WITH WARRANTY COVENANTS, the following described real property located in the Town of Raymond, County of Cumberland and State of Maine:

SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF.

IN WITNESS WHEREOF, **NORMAN W. PULLEN** and **JANET E. PULLEN** have hereunto set their hands and seals this 1 day of July, 2021.

WITNESS:

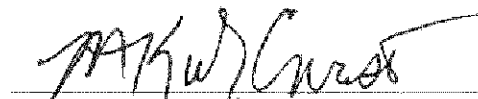


NORMAN W. PULLEN


JANET E. PULLEN

STATE OF MAINE

Cumberland, SS.July 1, 2021

Personally appeared the above-named **NORMAN W. PULLEN** and **JANET E. PULLEN**, and acknowledged the foregoing instrument to be their free act and deed.

Before me,



Notary Public/Attorney-at-Law

Print Name:

LISA A. KUBIAK CHRISTIE
 Notary Public, State of Maine

My commission expires

June 21, 2027

EXHIBIT A**Norman W. & Janet E. Pullen to Management Controls LLC
Map 1 Lot 20, Whitetail Lane, Raymond Maine**

A certain parcel of land, and any and all improvements located thereon, situated westerly of, but not adjacent to, the westerly side of Raymond Cape Road in the Town of Raymond, County of Cumberland, State of Maine as shown on a plan entitled "Pullen Property Open Space Subdivision Plan" dated November 29, 2006 and revised through March 28, 2007 recorded in Plan Book 207 Page 217 in the Cumberland County Registry of Deeds, being bounded and described as follows:

Commencing on the westerly sideline of Raymond Cape Road at land now or formerly of Alicia Ashe as described in a deed recorded in Book 2925 Page 278 in the Cumberland County Registry of Deeds;

Thence S 80° 57' 14" W, by and along land of Alicia Ashe, a distance of 1229.21 feet to the westerly sideline of the Open Space Lot and the **Point of Beginning**;

Thence continuing S 80° 57' 14" W, by and along land of Alicia Ashe, a distance of 289.88 feet to a point;

Thence continuing S 80° 57' 14" W, by and along land of Alicia Ashe, a distance of 15 feet, more or less, to the shore of Sebago Lake;

Thence northerly, by and along Sebago Lake, a distance of 300 feet, more or less, to land now or formerly of Robert O. Wetzel and Gretchen Wetzel as described in a deed recorded in Book 13173 Page 70 in the Cumberland County Registry of Deeds;

Thence N 81° 54' 10" E, by and along said land now or formerly of Wetzel, a distance of 15 feet, more or less, to a point to which a tie line bears N 16° 24' 13" W and a distance of 285.23 feet from the last-mentioned point;

Thence continuing N 81° 54' 10" E, by and along said land now or formerly of Wetzel, a distance of 345.77 feet to a point at the northwesterly corner of Lot 2;

Thence S 13° 35' 26" E, by and along the westerly sideline of Lot 2, a distance of 125.28 feet;

Thence S 78° 43' 17" W, by and along the sideline of Lot 2, a distance of 41.06 feet;

Thence S 13° 31' 12" E, by and along the westerly sideline of Lot 2, a distance of 69.11 feet to the northwesterly corner of the Common Open Space Lot;

Thence continuing S 13° 31' 12" E, by and along the westerly sideline of the Open Space Lot, a distance of 82.02 feet to the Point of Beginning.

The parcel contains 2.03 Acres and is shown as Lot 3 on said Plan recorded in Plan Book 207 Page 217. Bearings are Grid North.

Also conveying herein to the Grantee, its successors and assigns, in common with others, is the right of use of the 40 foot wide access and egress and utility easement for the placement of any and all utilities as well as for any other purpose for which a town way may be used, over the premises shown on the above referenced Plan from the Raymond Cape Road to the hammerhead turnaround and its terminus on Lot 3.

This conveyance is also subject to, and benefitted by a "Declaration of Protective Covenants, Reservations, Restrictions and Easements for 297 Raymond Cape Road Open Space Subdivision, Raymond, Maine" dated April 30, 2007 and recorded in said Registry in Book 25060, Page 173 (the "Declaration"), with said Covenants, Restrictions, etc., being incorporated herein by reference thereto and being appurtenant to Lot 3 and therefore running with the land.

Grantee agrees to comply with, all easements, covenants, and obligations set forth in the aforementioned Plan, and as set forth in the Declaration. The Grantee shall be required to be a member of 297 Raymond Cape Road Homeowners Association, Inc. and to contribute its share of expenses as provided in the Bylaws for such homeowners association. The obligations of the Grantee referenced in this paragraph shall run with the land and shall be binding on all successors, heirs, and assigns.

Being a portion of the premises conveyed to the Grantors herein by Warranty Deed dated October 11, 1988 and recorded in the Cumberland County Registry of Deeds in Book 8587, Page 125. Additional reference may be made to Warranty Deed of the Salvation Army to Norman W. Pullen and Janet E. Pullen dated December 14, 1976 and recorded in said Registry in Book 3965, Page 175.

(space above reserved for recording information)

DLN#1001940056397

TRUSTEE'S DEED
Maine Statutory Short Form

KNOW ALL PERSONS BY THESE PRESENTS, that **Bryn J. Owen, Trustee of the Bryn J. Owen 2006 Revocable Trust dated July 21, 2006** with a mailing address of 40 Smithcliffs Road, Laguna Beach, California 92651, by the power conferred by law, and every other power, for consideration paid, grants to **Management Controls, LLC**, a Florida Limited Liability Company having a mailing address of 101 Merrow Road, Auburn, Maine 04210 the land in the Town of Raymond, in the County of Cumberland and State of Maine, described as follows:

A certain lot or parcel of land, together with the buildings and improvements thereon and all appurtenances belonging thereto, situated in Raymond, Cumberland County, State of Maine, and lying on the Westerly side of the Raymond Cape Road, so-called, and being more particularly bounded and described as follows:

Beginning on the Westerly side of said Raymond Cape Road at an iron at the Southeasterly corner of lot numbered 5 on plan of division of the land of Mary Lamb Riley by Harlan H. Sweetser, in May 1946, being the Northeasterly corner of land conveyed to Eugene Byron Morgan by Mary Lamb Riley, by deed dated January 14, 1946, and recorded in Cumberland County Registry of Deeds, Book 1805, Page 167; thence run North 78 degrees West by said lot numbered 5 and by other land formerly of Mary Lamb Riley, one thousand five hundred eighty (1,580) feet, more or less, to a stake at the top of the bank on the shore of Sebago Lake; thence run Southerly along the shore of the Lake two hundred eighty-four (284) feet, more or less, to a stake at land conveyed by Marjorie Lamb Riley to Albert E. Willis; thence run Southeasterly by said Willis land to said road at a stake one hundred ninety-three (193) feet Southerly from the point of beginning; thence run Northerly by said road one hundred ninety-three (193) feet to the point of beginning.

Being the Northerly part of lot numbered 6 on the aforesaid plan. Reference is further made to a Standard Boundary Survey for Robert & Gretchen Wetzol prepared by Lewis & Wasina, Inc., dated September 29, 1998 and recorded in Plan Book 199, Page 43.

Being the same premises conveyed to Bryn J. Owen, Trustee of the Bryn J. Owen 2006 Revocable Trust dated July 21, 2006, by virtue of a Trustee's Deed from Anne F. Hutchinson, Trustee of the Anne F. Hutchinson 2002 Family Trust dated March 25, 2013 and recorded in the Cumberland County Registry of Deeds in Book 30495, Page 130.

MAINE REAL ESTATE TAX-Paid

WITNESS my hand(s) this 29 day of April, 2019.

**Bryn J. Owen 2006 Revocable Trust
dated July 21, 2006**

Bryn J. Owen

By: **Bryn J. Owen**
Its: **Trustee**

Witness

SEE ATTACHED CERTIFICATE
DATE 4/29/19 NOTARY INITIALS [Signature]

STATE OF _____

COUNTY OF _____,ss

April __, 2018

Personally appeared the above named Bryn J. Owen Trustee of The Bryn J. Owen 2006 Revocable Trust dated July 21, 2006 and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said Trust.

Before me,

Notary Public/Attorney-at-Law

CALIFORNIA ALL-PURPOSE CERTIFICATE OF ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of Orange

On April 29, 2019 before me, Terr G Meisberger, Notary Public,
personally appeared Bayn J. Owen,
who proved to me on the basis of satisfactory evidence to be the person(s) whose
name(s) is are subscribed to the within instrument and acknowledged to me that
he/she/they executed the same in his/her/their authorized capacity(ies), and that by
his/her/their signature(s) on the instrument the person(s), or the entity upon behalf
of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California
that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature Terr G. Meisberger



ADDITIONAL INFORMATION (OPTIONAL)

DESCRIPTION OF THE ATTACHED DOCUMENT

Trustee's Deed
(Title or description of attached document)

(Title or description of attached document continued)

Number of pages 2 Document Date 4/29/19

(Additional information)

NOTARY PUBLIC CONTACT INFORMATION

The UPS Store
668 N Coast Hwy
Laguna Beach, CA 92651

949-494-4420 tel
949-494-9850 fax

store0120@theupsstore.com
www.TheUPSStore.com/0120